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COUNTRY East Germany

REPORT

SUBJECT Ship Construction in East Germany

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the status of shipbuilding in East German shipyards as of early 1956 includes information on the Warnow-Werft, Warnemuende; the Mathias-Thesen-Werft, Wismar; the Neptun-Werft, Rostock; the Volkswerft, Stralsund; the Boots- und Reparaturwerft, Greifswald; the Schiffswerft "Edgar Andrée", Rothensee; the Schiffswerft Rosslau; the Zollwerft, Magdeburg; the Fuerstenberg shipyards; and miscellaneous items related to the shipbuilding industry.

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Shipbuilding

A. a. At present, the merchant marine of the GDR comprises the following:

1. The freighters Wismar and Rostock, 3,000 tons each
2. The motor ship Stralsund, 1,100 tons
3. Coastal motor ships Wolgast, Greifswald, Anklam, Warnemuende, Ostseebad Mustraw, and Sassnitz, 500 tons each.

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The first 10,000-ton freighter of the so-called Type IV left the ways on 14 January 1956, three months behind schedule, and was christened "Frieden" ("Peace").

b. Further details can be furnished concerning the coastal motor ships if desired. These coastal motor ships will be used as a basis for the construction of a new 800-ton ship type which is to be built at Boitzenburg, except for the mast. Drafts were prepared in Wolgast.

- B. a. 1. The Warnow shipyard in Warnemuende, with 7,500 employees, had a production quota of 128 million DM in 1955, including 60 million DM of repair work.
2. For 1956, the production quota is 160 million DM, including 30 million DM of repair work.
3. Passenger ships 65 meters in length with twin diesel engines are being built. Two will be built in 1956. Later no more will be built.
4. Also on the program for this year are seven 10,000-ton freighters/, (the second and fourth are ~~for~~ for China, the third for the GDR), two 7,000-ton ore and coal boats, and the two passenger vessels already mentioned.

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5. The first 10,000-ton freighter was three months behind schedule in leaving the ways. The main reason for the delay was the fact that the VEB "Heinrich Rau" in Wildau was six weeks behind schedule in delivering the starboard and port ____ shafts (Schwangwellen).
6. The 2,400-horsepower diesel engines are manufactured by the Electric Power Machinery ~~Motors~~ Plant (Elektro-Kraftmaschinenbau) in Halberstadt.
7. According to plan, the second ship is to go down the ways 15 March 1956.
8. The keel has already been laid for the fourth ship of this type.
This Type IV freighter is 156.6 meters in length, 20 meters beam, has a freeboard of 12.8 meters to upper deck, ~~and~~ a draft of 8.5 meters, four ~~and~~ 2,400-horsepower diesel engines, and twin screws. It can travel at 16.5 knots and is equipped with loading booms for heavy freight (50 tons lifting capacity) and with 3-ton luffing cranes. A storage bunker for palm oil and fats is built in. The crew numbers 56 men. In addition, the ship can also carry 12 passengers.
9. The first ship cost 75 million DM, whereas the fixed price is only 35 million DM. A plan is under consideration at present to build the same ship, Type IV, with a different sort of interior for use as a tanker.
10. The cable crane installation at the Warnow shipyard, which is 65 meters ~~long~~ high and 320 meters long, has a capacity of 12 ocean-going ships of Type IV. The shipbuilding shed now measures 20,000 square meters. Investment projects for this year include the following:

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- (1) Construction of a quay 450 meters long, with cranes for 10,000-ton ships; construction of a turbine installation, so that the yard can supply its own electric power; construction of railroad tracks to the steel storage depot; installation of crane bridges and tube-bending machines.
- (2) Construction of a dry dock 170 meters long, for freighters up to 15,000 gross register tons.

b. 1. The Mathias Thesen Shipyard in Wismar, which employs 8,000 men, has delivered the following to the USSR to date:

Nine river passenger vessels, each 96 meters long and carrying 500 persons. The middle deck consists of a steel ~~max~~ framework with iron [steel ?] deck plates and light-metal walls. This ship is of completely welded construction.

2. This shipyard has also delivered an ice-breaker to the German Ocean Shipping ^{Enterprise} (Deutsche Seereederei).

3. Work is going on on a special fishing vessel, the Robert ~~Koch~~ Koch, 1,800 horsepower, 14.5 knots, 44-man crew. This ship contains: a laboratory for biological studies, a meteorological station, an installation for testing nets, a carpenter's shop, a forge, an electrical shop, an X-ray station, a dental clinic, an operating room, and 11 hospital beds.

4. The 1956 program includes six river passenger vessels for the USSR, also a 1,100-horsepower freighter, trawlers such as are also being built at the Neptun Shipyard, and a 100-ton floating crane for the shipyard's own use. The project [sic - program ?] includes one 4,000-ton passenger ship.

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- c. 1. The Neptun Shipyard in Rostock, which employs 3,500 men, launched its 18th ~~3,000-ton~~ 3,000-ton freighter for export on 30 December 1955. So far, all these freighters have been built for coal firing; however, this is to be changed in 1956.
2. Work is going on on four fire ships which have the same hull and other similar external features. Three of these ships have already left the ways. in reality these are submarine tenders, with storage space for torpedoes and mines. The first two ships were coal-fired; the remaining two are to be fired with oil. They are destined for the USSR. Acceptance will be handled by representatives from the Baltic Fleet.
3. A freighter is now on the ways which is intended as an oil freighter for Bulgaria. It has the same hull, but the forecastle crew's quarters is further amidships.
4. The USSR is also to get ships of this type. The first oil freighter of this type is to be delivered in 1956. It will also be oil-fired. The actual weight of the ship for this 3,000-ton tanker is 2,300 tons. The maximum loading, including coal, is 4,300 tons. Maximum displacement at maximum draft is set at 6,700 tons. The cost will be about 11 million DM.
5. It should also be mentioned concerning the fire ships that 1,500 tons of steel are needed for each vessel, and that they are to have a speed of 13.6 knots.
6. The Neptun Shipyard has completed the barricade breaker (Sperrbrecher) Kuschka. Work on the ocean-going ship Aequator is still going on.

*A ship, e.g., a minesweeper, which clears a path through an enemy blockade to permit passage of friendly vessels

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7. The submarine tender B-7 is to return to the shipyard because it
xxx was damaged in a collision with the quay wall.
350-horsepower
8. Four/tugs are also being built on Czechoslovak account. The first
of these is to be delivered in 1956. It is to be used in the port
of Hamburg.
9. A factory ship on the English design, 67 meters in length, is in
the drafting stage. According to plan, it is to be completed in
1956.
- d.1. Up to the end of 1955, the People's Shipyard^(in Stralsund) had built 299 luggers.
It is to build 25 more during the first quarter of 1956. According
to the plan, one lugger is to be completed every three days, but in
actuality five days are needed. These luggers are electrically welded.
They are 40 meters in length, 7 meters beam, 5 meters in height, 600
horsepower. The customer is the USSR.
2. The Rostock-Sassnitz Fishing Combine has the same kind of luggers
except that the horsepower is only 350. The production of tanker
luggers has already been mentioned.
3. The People's Shipyard employs 6,000 men at present. The shipyard
shop at Stralsund is 215 meters long and 50 meters wide.
4. The shipyard has been given orders to improve the outfitting of
the ships and to build types which can be used for fishing in
Greenland.
- e. The Boatyard and Repair Yard in Greifswald is building the workshop
ship "Bereitschaft" ("Readiness") for the German Sea Dredging^(Enterprise) (Deutsche
Seebaggerel). This ship had been started by the Ship Repair Yard in Gerdshin.

It has a 17-man crew, 300 horsepower, and a speed of 8 knots; its displacement when fully loaded with ballast is 317.7 tons, and its draft under the same conditions is 223.5 tons [sic]. Freeboard to ~~xxxxx~~ superstructure deck is 5.23 meters; beam is 7.63 meters; length over all is 38.42 meters. It is made of steel, of grade ST 42, and is electrically welded. The outer skin plates are 7 - 12 millimeters ~~thick~~ thick, while the steel in the bow is 12 - 15 millimeters thick. The deck plates are 6 and 8 millimeters thick. The ship has an R 8 DV 136 engine, ~~xxx~~ cooled by sea water, and has two ~~for 224~~ diesel units, ~~with~~ a 6 DV 224 with 110-kilowatt generator and a 4 DV 224 with 80-kilowatt generator. More details can be supplied concerning this ship if desired.

- f. The Edgar Andree Shipyard in Rostensee is at present building 42-meter passenger vessels.
- g. The first 220-ton ice-breaker for Poland left the ways at the Rossau Shipyard at the end of December 1955.
- h. The Customs Shipyard in Magdeburg is working on completing the fifth training ship for the DSU (German Water Transport and Transshipping Enterprise) in Magdeburg.
- i.1. By the end of 1955, the Shipyard in Puerstenberg had delivered a total of 100 cutters. Two ferries 130 meters long and having four tracks for railroad cars, are in the designing stage.
2. Material supply is in general satisfactory. The rolling mill in Unterwallenborn supplies sheet up to 4 millimeters for ship's planking. All other sheet for ~~xxxxx~~ planking comes from the USSR.

C. General Remarks

1. Seventy-five percent of the shipbuilding production of the GDR is

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exported. The principal ~~main~~ customer is the USSR, followed by Poland.

2. The Main Administration for Shipbuilding is being transferred from Berlin to Rostock.
3. The Diesel Motors Plant in Rostock has received an order to start building 5,000-horsepower marine diesel engines.
4. Concerning the installation for unloading oil in Wismar, it can be reported that on 14 November 1955 the Soviet tanker Leningrad entered the port of Wismar with 10,200 tons of crude oil and unloaded at the new oil transshipment harbor.
5. A new suction elevator for grain, with a capacity of 100 tons per hour, has been put into operation in the port of Rostock. The elevator was delivered by the Mill Construction Enterprise ^(Muehlenbau) in Dresden and set up by the Berlin Steel Construction Enterprise (Stahlbau Berlin).
6. For several weeks, an East German delegation has been in Alexandria to conduct negotiations concerning the building of a shipyard.
7. Bulgaria has already received an installation for raising and lowering ships, for the new shipyard which is being built at Ruse and which is to be ready for operation by the end of 1957. The installation can be used for ships up to 95 meters in length and 16 meters beam.
8. The tankers being built by the People's Shipyard in Stralsund are tanker luggers, to be used for supplying Soviet fishing cutters with fuel at sea. The first ship of this type, , went on a

trial run the end of December 1955. It is destined for the Latvian fishing fleet.

9. The German Ship Inspection and Classification office (abbreviated DSRK) is located at Eichenallee 12 in Miersdorf (post office Zeuthen). This office is responsible for the technical checking on ship-building, starting with the designing stage and ending with the functional testing of the ship. In general, work proceeds according to the ^{specifications} ~~principles~~ of the Soviet Sea Register. Only the acceptance of steel ships and machinery and the testing of materials for the outfitting of the vessels is done according to the ^{specifications} ~~principles~~ of the German Lloyd.

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